

Notice No. 2

Rules and Regulations for the Classification of Special Service Craft, July 2014

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Issue date: August 2014

Amendments to	Effective date
Part 6, Chapter 2, Section 4	1 September 2014
Part 6, Chapter 7, Section 1	1 September 2014
Part 7, Chapter 2, Section 4	1 September 2014
Part 7, Chapter 7, Section 1	1 September 2014
Part 8, Chapter 7, Section 1	1 September 2014



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Part 6, Chapter 2

Construction Procedures

Effective Date 1 September 2014

■ **Section 4**

Joints and connections

4.5 Fillet welds

(Part only shown)

4.5.1 The throat thickness of fillet welds is to be determined from not less than:

where

$s = \frac{\text{the length of correctly proportioned weld fillets, clear of end crater, in mm, and the fillet length is to be } 10 \times \text{ plate thickness or } 40 \text{ mm, whichever is the greater, but need not exceed } 75 \text{ mm.}}$

For weld fillet dimensions, see Fig. 2.4.1.

Weld factors are contained given in Table 2.4.1.

Note

For double continuous fillet welding $\left(\frac{d}{s}\right)$ is to be taken as 1, see 4.7.1.

4.5.2 For ease of welding, it is recommended that the ratio of the web height to the flange breadth is greater than or equal to 1,5, see Fig. 2.4.1 2.4.2.

Existing Figures 2.4.1 and 2.4.2 have been renumbered 2.4.2 and 2.4.3.

4.6 Throat thickness limits

4.6.2 Where the throat thickness calculated in 4.5.1 is less than the overriding minimum value, as required by Table 2.4.2, the limiting value is to be taken as the greater of the two. The upper limit for the throat thickness is, in general, to be as required by Table 2.4.2. Throat thicknesses above this limit will be specially considered.

4.7 Double continuous fillet welding

4.7.2 The impact area referred to in 4.7.4, 4.8.1 and 4.9.1 is defined as the area of the hull that, in normal design operation of the craft, will be subject to loads of sufficient magnitude and velocity for slamming to occur on a regular basis. Areas where conditions for slamming occur incidentally are not considered as impact areas.

4.7.3 The slamming zone area referred to in 4.7.2 is defined as the region where the operational non-displacement mode pressures exceed the operational displacement mode pressures.

(Part only shown)

4.7.2 4.7.4 Double continuous fillet welding is to be adopted in the following locations and may be used elsewhere if desired:

(b) Boundaries of tanks and watertight compartments or in spaces or locations where condensation, spray or leakage water can accumulate.

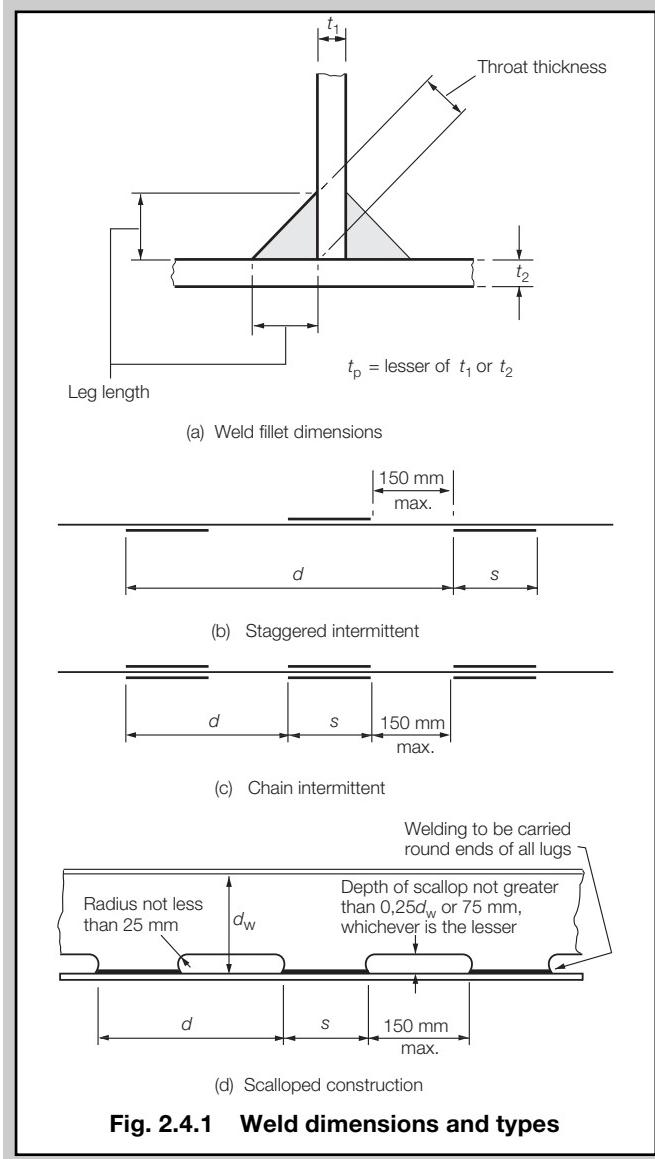


Fig. 2.4.1 Weld dimensions and types

- (d) Bottom framing structure in way of machinery and jet room spaces of high speed craft as appropriate.
- (e) The side and bottom shell structure in the impact area of high speed motor craft.
- (g) Structure in way of ride control systems, stabilisers, foils, lifting devices, thrusters, bilge keels, foundations and other areas subject to high stresses.
- (j) Stiffening members to plating in way of end connections, scallops and of end brackets to plating in the case of lap connections.

4.7.5 In all locations where double continuous fillet welds are required, the fillet welds shall be continued around the ends of stiffeners or cut-outs to seal all edges.

4.8 Intermittent fillet welding (staggered/chain)

4.8.1 Staggered or chain intermittent welding may be used, outside of the impact area in the side and bottom shell or the underside of the crossdeck structure of high speed craft. Supporting evidence is to be provided and agreed by LR demonstrating that no intermittent welding is applied in the impact areas of high speed craft. Consideration should be given to the relevant service area notation, service type notation and craft type notation.

4.9 Intermittent fillet welding (chain)

4.9.1 Chain intermittent welding may be used, outside of the impact area in the bottom shell or crossdeck structure of high speed craft.

Existing sub-Sections 4.10 to 4.26 have been renumbered 4.9 to 4.25.

Part 6, Chapter 7
Failure Modes Control

Effective Date 1 September 2014

**■ Section 1
General**

1.3 Symbols and definitions

1.3.2 The slamming zone area referred to in this Chapter is defined as the region where the operational non-displacement mode pressures exceed the operational displacement mode pressures.

Part 7, Chapter 2
Construction Procedures

Effective Date 1 September 2014

**■ Section 4
Joints and connections**

4.5 Fillet welds

(Part only shown)

4.5.1 The throat thickness of fillet welds is to be determined from not less than:

where

$s = \frac{d}{10}$ where d is the length of correctly proportioned weld fillets, clear of end craters, in mm, and the fillet length is to be $10 \times$ plate thickness or 40 mm, whichever is the greater, but need not exceed 75 mm

For weld fillet dimensions, see Pt 6, Ch 2,4.5.1 Fig. 2.4.1.

Weld factors are contained in Table 2.4.3.

NOTE:

for double continuous fillet welding $\left(\frac{d}{s}\right)$ is to be taken as 1
(see 4.8.1).

4.5.2 For ease of welding, it is recommended that the ratio of the web height to the flange breadth is greater than or equal to 1.5, see Fig. 2.4.1 2.4.2.

Existing Figures 2.4.1 and 2.4.2 have been renumbered 2.4.2 and 2.4.3.

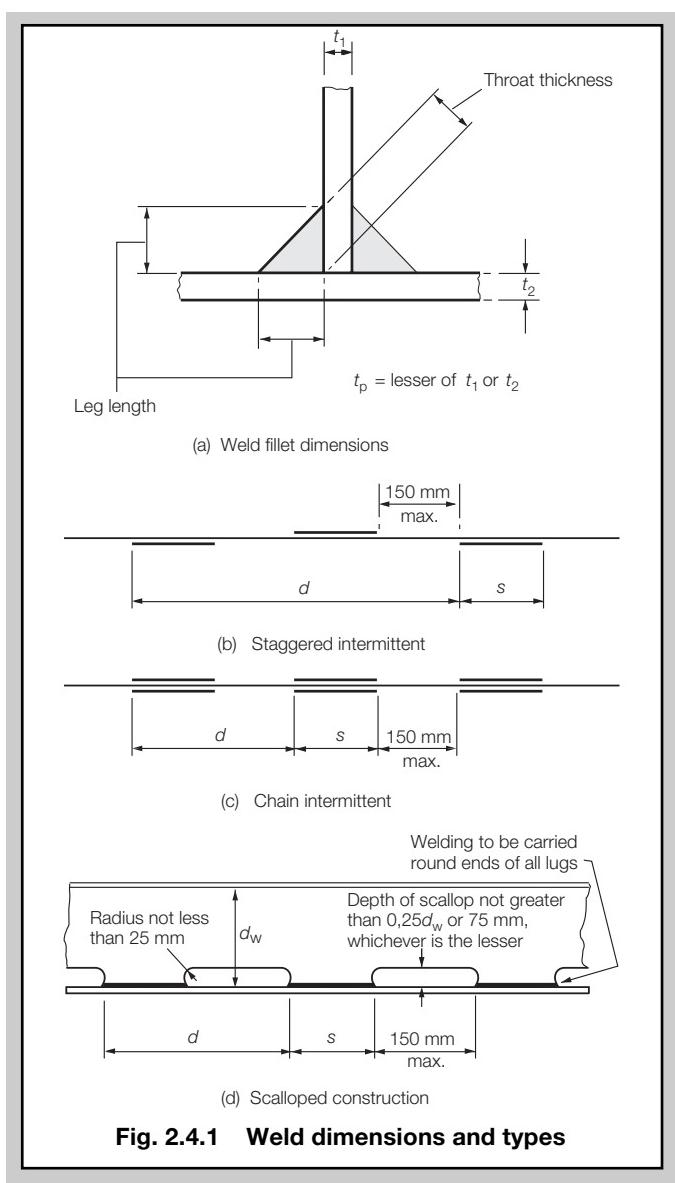
4.6 Throat thickness limits

4.6.2 Where the throat thickness calculated in 4.5.1 is less than the overriding minimum value, as required by Table 2.4.2, the limiting value is to be taken as the greater of the two. The upper limit for the throat thickness is, in general, to be as required by Table 2.4.2. Throat thicknesses above this limit will be specially considered.

4.8 Double continuous fillet welding

4.8.2 The impact area referred to in 4.7.4 and 4.8.1 is defined as the area of the hull that, in normal design operation of the craft, will be subject to loads of sufficient magnitude and velocity for slamming to occur on a regular basis. Areas where conditions for slamming occur incidentally are not considered as impact areas.

4.8.3 The slamming zone area referred to in 4.7.2 is defined as the region where the operational non-displacement mode pressures exceed the operational displacement mode pressures.



(Part only shown)

4.8.2 4.8.4 Double continuous fillet welding is to be adopted in the following locations and may be used elsewhere if desired:

- (b) Boundaries of tanks and watertight compartments or in spaces or locations where condensation, spray or leakage water can accumulate.
- (d) Bottom framing structure of high speed craft in way of machinery and jet room spaces of high speed craft as appropriate.
- (e) The side and bottom shell structure in the impact area of high speed motor craft.
- (g) Structure in way of ride control systems, stabilisers, foils, lifting devices, thrusters, bilge keels, foundations and other areas subject to high stresses.
- (j) Stiffening members to plating in way of end connections, scallops and of end brackets to plating in the case of lap connections.

4.8.5 In all locations where double continuous fillet welds are required, the fillet welds shall be continued around the ends of stiffeners or cut-outs to seal all edges.

4.9 Intermittent fillet welding (staggered/chain)

4.9.1 Staggered or chain intermittent welding may be used, outside of the impact area in the side and bottom shell or the underside of the crossdeck structure of high speed craft. Supporting evidence is to be provided and agreed by LR demonstrating that no intermittent welding is applied in the impact areas of high craft. Consideration should be given to the relevant service area notation, service type notation and craft type notation.

4.10 Intermittent welding (chain)

4.10.1 Chain intermittent welding may be used, outside of the impact area in the bottom shell or crossdeck structure of high speed craft.

Existing sub-Sections 4.11 to 4.28 have been renumbered 4.10 to 4.27.

Part 7, Chapter 7

Failure Modes Control

Effective Date 1 September 2014

■ Section 1 General

1.3 Symbols and definitions

1.3.2 The slamming zone area referred to in this Chapter is defined as the region where the operational non-displacement mode pressures exceed the operational displacement mode pressures.

Part 8, Chapter 7
Failure Modes Control

Effective Date 1 September 2014

■ **Section 1**
General

1.3 Symbols and definitions

1.3.2 The slamming zone area referred to in this Chapter is defined as the region where the operational non-displacement mode pressures exceed the operational displacement mode pressures.

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Special Service Craft.

Part 6, Chapter 2

- 4.4.1 Reference to sub-Section 4.24 now reads 4.23
- 4.17.1 now 4.16.1 Reference to Fig. 2.4.2 now reads Fig. 2.4.3
- 4.25.4 now 4.24.4 Reference to Paragraph 4.25.3 now reads 4.24.3

Part 6, Chapter 3

- 1.20.1 Reference to Chapter 2,4.10 now reads Chapter 2, 4.9
- 3.13.2 Reference to Chapter 2,4.22 now reads Chapter 2, 4.21
- 9.22.3 Reference to Chapter 2,4.24 now reads Chapter 2, 4.23

Part 6, Chapter 5

- 2.3.7 Reference to Chapter 2,4.21 now reads Chapter 2,4.20

Part 7, Chapter 2

- 4.4.1 Reference to sub-Section 4.20 now reads 4.19
- 4.17.1 now 4.16.1 Reference to Fig. 2.4.2 now reads Fig. 2.4.3
- 4.27.4 now 4.26.4 Reference to Paragraph 4.27.3 now reads 4.26.3

Table 2.4.3 Reference to Paragraph 4.8.2 now reads 4.8.4

Part 7, Chapter 3

- 1.10.1 Reference to Chapter 2,4.26 now reads Chapter 2,4.25
- 1.11.5 Reference to Chapter 2,4.27 now reads Chapter 2,4.26
- 1.20.1 Reference to Chapter 2,4.13 now reads Chapter 2,4.12
- 3.13.2 Reference to Chapter 2,4.21 now reads Chapter 2,4.20
- 9.22.3 Reference to Chapter 2,4.28 now reads Chapter 2,4.27

Part 7, Chapter 5

- 2.3.7 Reference to Chapter 2,4.25 now reads Chapter 2,4.24

Part 8, Chapter 5

- 2.3.7 Reference to Part 7, Chapter 2,4.25 now reads Part 7, Chapter 2,4.24

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